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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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Description

1. [redacted] Vienna-Chop Military trains were custom-built for the Soviet forces, especially for this run.¹ The cars were unlike those [redacted] on the Austrian railroad or those that ran in the USSR. All the signs inside were printed in both Russian and German. [redacted] there were only two such trains making this run on Monday, Wednesday, and Friday each week. However, in fall 1953, the schedule was stepped up and [redacted] there were four such trains on the run. It normally consisted of from 8 to 12 cars.

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-3-

6. After Hegyeshalom, the train stopped at several unknown points for five to ten minutes and at 1600 hours stopped in Gyoer (N 47-41, E 17-38) for about 30 minutes. The next stop was Budapest at approximately 2000 hours for 40 minutes. There, the order of the cars was reversed with the new locomotive picking up the train at the rear.
7. After Budapest, the train made several two to five minute stops and crossed a railroad bridge over the border into the USSR making a stop just before Chop. Here a documents check was made by Soviet Border Guard Troops. Some wore black one-piece fatigues with green service caps and inspected the outside of the train, and looked under the cars. One officer and one sergeant in service uniform entered the car source was riding in and picked up documents. Both had green service caps with unknown piping and wore green Border Guard shoulder-boards. All the personnel inspecting the train were armed with pistols or revolvers.
8. After this inspection, the train arrived at the Chop station at 0700 hours and the documents were returned at a special window by a Border Guard officer of unknown rank. From Chop, personnel going to the USSR boarded a new train after purchasing their tickets, changing money, and sometimes waiting as long as twelve hours for it.
9. The same order was followed on the return trip to Vienna. Just out of Chop, and before leaving the USSR, the train again stopped for a cursory border guard inspection. The train made several two to five-minute stops before Budapest and one 30-minute stop at Zahony (N 48-24, E 22-16), Hungary, the first town in Hungary after crossing the border. The train arrived in Budapest at approximately 2200 hours and remained there for 40 minutes. Here the order of the cars was again reversed.
10. After Budapest, there were several two to five-minute stops plus a 40-minute stop at Hegyeshalom at an unknown hour early in the morning. There was no documents check, [redacted] the locomotive was changed. After crossing into Austria the train again stopped from two to five minutes at unknown hours at Parndorf, Bruck, and Wilfleinsdorf, arriving at Goetzendorf at 0620 hours for two minutes. The next and last stop was at 0700 hours in Vienna.

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